CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

25X1

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This is UNEVALUATED Information 25X1

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. All new freighters are being constructed according to Russian plans submitted to the shipyards; in addition, all rules and regulations applicable to Soviet ship construction also now apply to not only new freighters but all other new ships constructed in East Germany. The DSRK (Deutsche Schiffs-Registrierung und Klassifikation)[1] when inspecting or taking over ships constructed in East German yards is influenced only by Russian specifications.[2]

2. All 3,000 ton freighters are fitted with Anschuetz gyrocompasses with 8 repeaters. The compasses are brought from the USSR. The freighters are also equipped with Echograph.

3. All 3,000-ton freighters have a voltage of 220, alternating current. Freighter No. I was still in the Neptun Shipyards at the beginning of March 1954.

4. The latest trial run had shown up the following faults:

   a. Electric motors all overheated and seized up.

   b. Damage to the oscillating grate of the automatic hard coal firing system.

   c. Defects to the automatic air circulation system of the heating plant.

5. Some of the external plates on Freighter II had become loosened towards the end of 1953. An examination of the plates attributed the cause to inaccurate rolling in the rolling mills. These plates have since been changed.

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25 YEAR RE-REVIEW

STATE	x	ARMY	x	NAVY	x	AIR	x	FBI		AEC		OSI Ev	x	ORR Ev	x

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15. The PB-4, which is at present lying in the Mathias Thesen Shipyard in Wismar, is an old Liberty ship which was towed in to Wismar as a semiwreck.[4] Its restoration, and that of the icebreaker KRASSIN, which is also lying alongside, is not planned to be begun before 1955.

16. The KALININGRAD, which is being rebuilt at the Mathias Thesen Werft, Wismar, is scheduled for trials in May 1954 and delivery at the end of June 1954. [redacted] 25X1
[redacted] 25X1

17. The SESTRORESK, which is also being rebuilt at the Mathias Thesen Werft, is scheduled for trials in May 1955 and delivery at the end of May 1955. [redacted] 25X1
[redacted] 25X1

18. The VOLOGDA is scheduled for trials at the beginning of October 1954, and delivery at the beginning of November 1954. [redacted] 25X1
[redacted] 25X1

19. The VORONEZH is scheduled for trials at the end of November 1954 and delivery at the end of December 1954. [redacted] 25X1

20. The SOVIETSKY SOYUZ, which is still alongside in Warnemuende, is scheduled to be completed in March 1954. The Russian authorities have now ordered larger diameter ventilation pipes, which will necessitate the dismantling of the whole plant and installing a new one. This is expected to delay the completion of the vessel. She has an electrically controlled internal heating system.

21. The B-7 has an Echograph equipment obtained by the East German import agency (DIA) from a Western country.[5] In East Germany, Echograph equipment is being developed by RFT Koepenick but is not yet in production. The East German government is finding great difficulty in obtaining Echograph paper.

22. The B-7 has electric cabin heating and a Bell system (sic) telephone installation.

23. The minesweepers have Anschuetz gyrocompasses with 8 repeaters. All gyrocompass-equipped Russian ships seen in East German ports have used the Anschuetz system.

24. The minesweepers have been equipped both with a battery powered telephone system and battery-less telephone system.

25. The REFRIGERATOR, which is at present alongside in the Neptun Shipyard is equipped with an Echograph and has a voltage of 110 direct current.

26. The trawlers are equipped with an echo sounding apparatus delivered by RFT Koepenick. Their net and anchor capstans are electrically driven.

[1] [redacted] Comment: The DSRK is responsible for the inspection of each ship while it is under construction, and is responsible for the take-over of the completed ship. There its responsibilities cease. Registration, crew, etc., are the concern of the Seefahrtsamt. 25X1

[2] [redacted] Comment: Para. 1: It was intended to fit the freighters with radar, but impractibility of importing essential parts precluded this. 25X1

[3] [redacted] Comment: Allgemeine-Elektricitaets-Gesellschaft. 25X1

[4] [redacted] Comment: PB-4 is the shipyard's no. for the PLOVBASA. 25X1

[redacted] 25X1

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6. Work on a new type of 2,500-ton freighter has been begun in the Mathias Thesen Shipyard in Wismar. This freighter has [redacted] 25X1
[redacted] It can [redacted] be assumed that this new type freighter is 25X1
being built for the East German government.

7. The two types of river passenger ships, designated 95 meters and 65 meters, are the export orders receiving the highest grade of priority at the present time.

8. All river passenger ships at present being constructed have a voltage of 220 alternating current.

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9. At present the Mathias Thesen Shipyard in Wismar is constructing a 95-meter type with an extremely shallow draft. The four ships at present under construction there are:

CHKALOV

MATROSOV

CASTELLO

DOVATOR

10. The Warnow Shipyard in Warnemuende is at present constructing the 65-meter type. At present three are under construction, they are:

ISSYK KUL

BALKASH

Not yet named.

The BAIKAL has already been completed.

11. At present five river passenger ships are being constructed at Rothensee for later transference and completion in Greifswald. One ship is already completed in Greifswald belonging to the same series. It is not known whether these five ships are of the 95 or 65-meter type, or whether they are a completely new type.

12. The LENSOVIET was due to have its trials on 19 January 1954 and is to be handed over on 15 August 1954.

13. The delays in the completion of the LENSOVIET are caused by its excessive draft which prevents its attaining the necessary speed of 18 knots. The ship has two screws each driven by a 4,000-h.p. 3,000-volt A.C. electric motor. The electric motors are old A.E.G.[3] units which have been on the ship since 1945, since motors of this power are at present not produced in East Germany. The automatic controls are operated by air pressure; the control apparatus was produced by VEB IKA of Dresden.

14. Although [redacted] the LENSOVIET have been insulated against damp, [redacted] damp-proof coverings had been removed from the engines in the engine room to facilitate maintenance. As a result, both engines were damaged when a pipe in the engine room burst when it was subjected to high water pressure during a recent test. The engines had to be stripped down and reassembled, thereby delaying the completion of the ship.